

(b) Constructed with enough distance or insulating material between current carrying parts and the housing so that vibration in flight will not cause shorting;

(c) Accessible to appropriate flight crewmembers; and

(d) Labeled as to operation and the circuit controlled.

LIGHTS

§ 23.1381 Instrument lights.

The instrument lights must—

(a) Make each instrument and control easily readable and discernible;

(b) Be installed so that their direct rays, and rays reflected from the windshield or other surface, are shielded from the pilot's eyes; and

(c) Have enough distance or insulating material between current carrying parts and the housing so that vibration in flight will not cause shorting.

A cabin dome light is not an instrument light.

§ 23.1383 Taxi and landing lights.

Each taxi and landing light must be designed and installed so that:

(a) No dangerous glare is visible to the pilots.

(b) The pilot is not seriously affected by halation.

(c) It provides enough light for night operations.

(d) It does not cause a fire hazard in any configuration.

[Doc. No. 27806, 61 FR 5169, Feb. 9, 1996]

§ 23.1385 Position light system installation.

(a) *General.* Each part of each position light system must meet the applicable requirements of this section and each system as a whole must meet the requirements of §§ 23.1387 through 23.1397.

(b) *Left and right position lights.* Left and right position lights must consist of a red and a green light spaced laterally as far apart as practicable and installed on the airplane such that, with the airplane in the normal flying position, the red light is on the left side and the green light is on the right side.

(c) *Rear position light.* The rear position light must be a white light mounted as far aft as practicable on the tail or on each wing tip.

(d) *Light covers and color filters.* Each light cover or color filter must be at least flame resistant and may not change color or shape or lose any appreciable light transmission during normal use.

[Doc. No. 4080, 29 FR 17955, Dec. 18, 1964, as amended by Amdt. 23-17, 41 FR 55465, Dec. 20, 1976; Amdt. 23-43, 58 FR 18977, Apr. 9, 1993]

§ 23.1387 Position light system dihedral angles.

(a) Except as provided in paragraph (e) of this section, each position light must, as installed, show unbroken light within the dihedral angles described in this section.

(b) Dihedral angle *L* (left) is formed by two intersecting vertical planes, the first parallel to the longitudinal axis of the airplane, and the other at 110 degrees to the left of the first, as viewed when looking forward along the longitudinal axis.

(c) Dihedral angle *R* (right) is formed by two intersecting vertical planes, the first parallel to the longitudinal axis of the airplane, and the other at 110 degrees to the right of the first, as viewed when looking forward along the longitudinal axis.

(d) Dihedral angle *A* (aft) is formed by two intersecting vertical planes making angles of 70 degrees to the right and to the left, respectively, to a vertical plane passing through the longitudinal axis, as viewed when looking aft along the longitudinal axis.

(e) If the rear position light, when mounted as far aft as practicable in accordance with § 23.1385(c), cannot show unbroken light within dihedral angle *A* (as defined in paragraph (d) of this section), a solid angle or angles of obstructed visibility totaling not more than 0.04 steradians is allowable within that dihedral angle, if such solid angle is within a cone whose apex is at the rear position light and whose elements make an angle of 30° with a vertical